



# Start Believing.

**POLARIS®**  
Believe It.



"Our First Machine Had No Cus  
But That All Added To The Thrill





# hions, No Brakes, And No Lights. Of Running It, Especially At Night.”

Thirty-five years ago in Roseau, Minnesota, David Johnson and Edgar and Alan Hetteen put together a machine that would change the way people look at winter. What started as an easier way to get to their deer stand turned out to be the birth of a company they called Polaris. And the dawning of a whole new winter sport.

It didn't take long for people to notice, and one Roseau area outdoorsman actually wanted to buy that new snow machine. Suddenly, the Hetteens and Johnson were in the snowmobile business. "We built that first one for ourselves. But we couldn't afford to keep it, because it was worth money to someone else," remembers David.

And the people of Roseau were happy to lend their support to the town's new industry, whether they knew it or not. "You were in trouble if you had the right kind of bumper on your automobile, because the first skis were made of car bumpers. So anyone who had kind of a flat bumper with a nice bend on each end, they would lose it overnight. It was amazing how it worked," Edgar says.

As with anything new, the Polaris Sno-Traveler had its skeptics, who insisted on comparing it to competitive sleds. One hunter told them, "Right now, if I get into trouble and have to stay out overnight, I can sleep with my dogs. I can't sleep with that machine."

Luckily, the interested outnumbered the skeptical. Potential customers were curious about the new machine's capabilities.

"Lots of people would ask me if it could go on water," says Edgar, "and I'd always answer, 'Yes if it's cold enough.'"

And even back then, people were concerned about performance. Like the guy who asked David how fast the thing went:

"I told him I'd gotten it up to 70. 'Course

that was on the trailer behind my pickup."

As Polaris grew, the sport of snowmobiling followed suit. Even so, the company was never content to rest on its laurels. Through the years, Polaris led the industry with advances in front suspension, clutching, and liquid cooling. Polaris offers things you can't get from any other manufacturer, such as a three-cylinder engine and hydraulic disc brakes. And for 1990, we're introducing the first major improvement to the rear suspension of a snowmobile in years. It's Polaris Dial-Adjust, and it lets you tune your rear suspension for changing terrain with just a twist of a knob.

Whether through minor improvements or major innovations, Polaris will never quit trying to make a better snowmobile. We are snowmobilers, and we're always trying to find ways to improve upon this great sport. It's why our 100 mile-per-hour muscle sleds are as dependable as our workhorse utility machines. It's also why each Polaris model gets better every year.

Thirty-five years ago, the founding fathers of Polaris could only have dreamt that the company and the sport would have come this far. After all, we've come a long way since we built a machine with no brakes that rode on car bumpers for skis. But even back then, there were people who had no doubt. David's friend Harry, for example: "One morning he called up and said, 'Dave, I want you to build me a snowmobile that'll go a hundred miles an hour.' I said, 'Harry, you're crazy.'"

Maybe he was. Then again, maybe he just believed.

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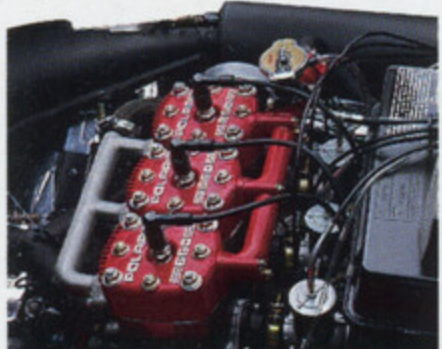


## INDY 650

Believe it or not, we were able to improve on the world's most awesome performance snowmobile. With a new tuned exhaust pipe and low vacuum intake silencer, the Indy 650 is now faster than ever. It's also the lightest muscle sled on the market, which makes for an incredible power-to-weight ratio. This year, it rides better too, with new Polaris Dial-Adjust rear suspension. Travel is up to 7¾ inches, and you can tune the suspension for changing terrain by twisting a knob.

We didn't stop there. This year's Indy 650 features improved front shocks and springs, a better seat, adjustable handlebars, and a new 60 watt

Halogen headlight. It all adds up to the best big Indy we've ever built.



For 1990, the Indy 650's legendary triple delivers even more horsepower.



## INDY 500

Last year, we introduced a snowmobile that left a lot of people behind, both on the trail and in the showroom. The quick (and quick selling) Indy 500. The lightest sled in its class, the black-and-blue blast returns with Polaris Dial-Adjust rear suspension, with 7¾ inches of easily tunable travel. Other improvements include the new seat and adjustable handlebars, and a higher output alternator and Halogen headlight. And like all Indys, it features a new parking brake.

Also available is the Indy 500 SP, with a wider 38-inch ski stance. Which leaves just a few words of advice for anyone who wants to ride an

Indy 500 this year: Get in early.



SKS versions of the Indy 650 and 500 feature a 133½ inch track for improved flotation in deep powder.





## INDY 500 CLASSIC

It's either the most luxurious performance sled, or the best performing luxury sled ever built. The Indy 500 Classic. It comes standard with handwarmers, electric key start, accessory instrument lights, carbide ski skags, a block pattern track, and a look like no other snowmobile on the market. But underneath the Midnight Blue hood beats the heart of an Indy 500. And aside from the improvements found on our other liquid-cooled Indys, the 1990 version of the Polaris Classic includes a rear view mirror and a new thumbwarmer. High performance has never looked so good.



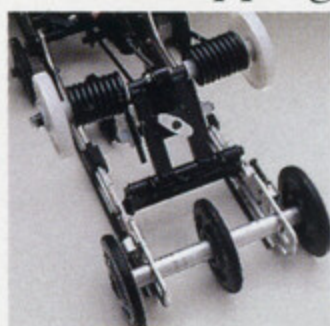
The Indy Classic features full instrumentation, which includes panel lights for temperature, low oil, headlight high beam and handwarmers.



## INDY 400

When you've got a snowmobile that works as well as the Indy 400, you don't improve it as much as you refine it. Start with the 400's new Polaris Dial-Adjust rear suspension. It makes setting up for changing terrain as easy as turning a knob. A 200 watt alternator lets you add more electrical accessories, and like our other liquid-cooled Indys, the new 60 watt Halogen headlight makes night riding a breeze. It's more comfortable too, with an improved seat and new adjustable handlebars.

Wrapping it all up is a hot new color scheme.



Guaranteeing that the Indy 400 will have the competition seeing red.

New for 1990 is Polaris Dial-Adjust rear suspension, which delivers an improved ride and 7 3/4 inches of travel. The exclusive adjustment system lets you tune the suspension action for any kind of riding, simply by turning a knob.













## INDY TRAIL

The Polaris Indy Trail has always been known as one of the most versatile, comfortable and best-riding sleds on the market. And with a better seat, adjustable handlebars, and Polaris Dial-Adjust rear suspension, it's bound to improve on that reputation. It even looks better than ever with a new hood, nose cone, windshield, and instrument console. And the new 11¼-gallon fuel tank lets you put more time in the saddle between fill ups.

The Indy Trail has always been an outstanding snowmobile. For 1990, it looks like other trail sleds have a lot of catching up to do.



For 1990, an affordable reverse gear is an option for all Indys.



## INDY TRAIL DELUXE

The Indy Trail Deluxe, with its double seat, backrest, electric key start and carbides, has become the industry's definitive two-up touring sled. And it'll continue to set the standard in 1990 with a larger gas tank, 133½-inch track, Polaris Dial-Adjust rear suspension, adjustable handlebars, and a better seat. With a higher output alternator, you've got more power for accessories. It also sports a sleek new hood and instrument pod.

The only thing missing from the Indy Trail Deluxe is a passenger to share it with. You're on your own for that.

With its two-up seat and backrest, the Indy Trail Deluxe can take you and a friend in style and comfort.





## INDY SPORT

The lowest-priced IFS sport sled on the market, the Indy Sport delivers major league performance at a bargain basement price. And it just keeps getting better. We improved its comfort and convenience with a parking brake and a new seat. Also for 1990 is a streamlined new hood and instrument pod.

And under that new hood, you'll find the willing and reliable 340 twin and a larger 150 watt alternator.

With its industry-standard IFS, exclusive hydraulic disc brake, and long travel rear suspension, the Indy Sport can handle just about anything. At a price just about anyone can handle.



Polaris Independent Front Suspension gives the Indy Sport a ride you can't get from the more expensive competition.

## INDY SPORT GT

Following in the tracks of the Indy Sport, the Indy Sport GT is truly a one-of-a-kind snowmobile. With its 141-inch track, double seat with optional backrest, and luggage rack, the GT is the first and only low-cost touring machine with IFS. For 1990, it comes standard with a higher windshield for better protection, and features a sleeker look with a new hood and instrument pod.

If you and your favorite passenger have been looking for an affordable, lightweight, two-up sled, look no further than the Indy Sport GT.



With its two-up seat, the Indy Sport GT stands for Grand Touring.











## SPRINT ES

When it comes to getting your money's worth, the Polaris Sprint ES has to be one of the best deals in snowmobiling. It comes standard with the kind of features you might expect to pay extra for. A speedometer is standard, as is electric key start. Just turn the key, and you're off and running. Powered by our 340 twin, the Sprint ES is pure fun. And the improved seat lets you enjoy it even longer.

With its Hot Red paint job, no one would guess that the Sprint ES is the lowest-priced electric start twin available. Who ever said economy had to be boring?



With the Sprint ES, a twist of a key sends you on your way.



## STARTRAK

If you're in the market for a low-cost utility machine, the Polaris StarTrak is the best sled for the job. With its tough 244cc Star engine, 133-inch track, and rear cargo rack, the StarTrak is built to haul all day without complaint. It also features a high headlight, and an adjustable buckhorn handlebar. For 1990, we've added a more comfortable seat and a higher output alternator which allows you to add more electrical accessories.

The Polaris StarTrak. It's a great way to get your work done without spending a fortune on labor costs.



The StarTrak features a sturdy cargo rack with a rubber mat to protect the tunnel extension.





## STAR

Snowmobilers looking for low-priced fun in a full-sized package can find it with the Polaris Star. Unlike other so-called economy sleds, it's big enough so that even adults can stretch out on it. Yet its exclusive direct drive saves weight and lowers the center of gravity, so just about anyone in the family can handle it.

For 1990, the Star gets a new, higher output alternator, which now allows you the option of handwarmers. And the improved seat is more comfortable than ever. To top it all off, the brilliant new Winter White color scheme makes the Star look as fun as it rides.



From the Star on up, every Polaris is built with 35 years of snowmobiling experience.



## INDY TRAIL SUPERTRAK

The SuperTrak is back. With its powerful 488cc fan-cooled twin, high/low transmission with reverse, and 156-inch articulated track, this Indy can handle just about anything, from packed trail to deep powder. Speedometer, tachometer and handwarmers are standard equipment. A luggage rack and tow hitch handle the hauling duties. For 1990, a hydraulic disc brake and 11¼-gallon gas tank are standard, as is a more comfortable two-up seat. And the new hood makes it even better looking.

If you can't decide between a utility machine and a trail sled, you don't have to. The Indy Trail SuperTrak plays as hard as it works.



Exclusive rear suspension on Indy SuperTrak pivots to keep more of the track on the ground.

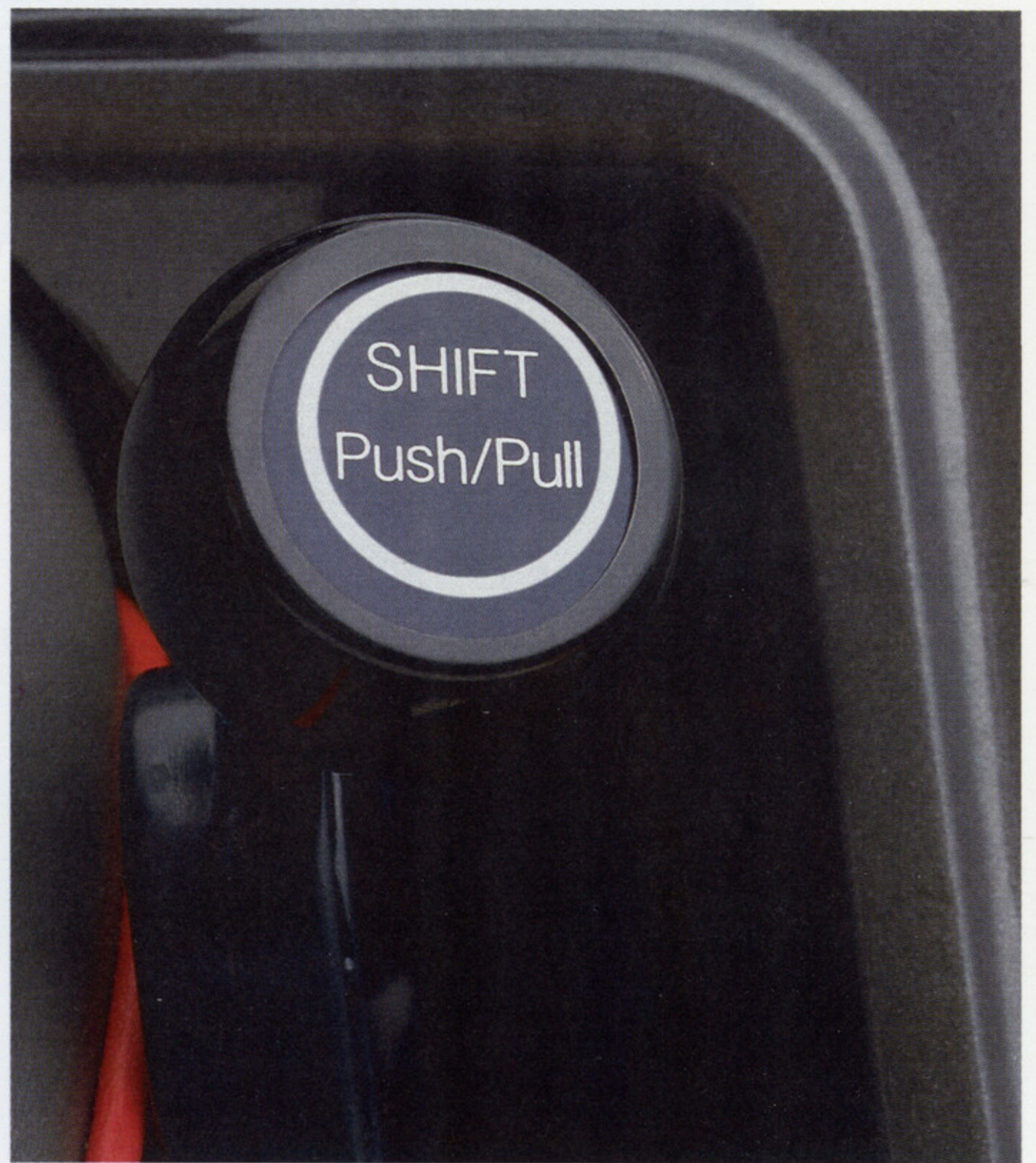




# The Only Accessories Fit For A Polaris.



Take it with you in Polaris touring luggage.



Reverse gear kit is easily installed on all Indys.

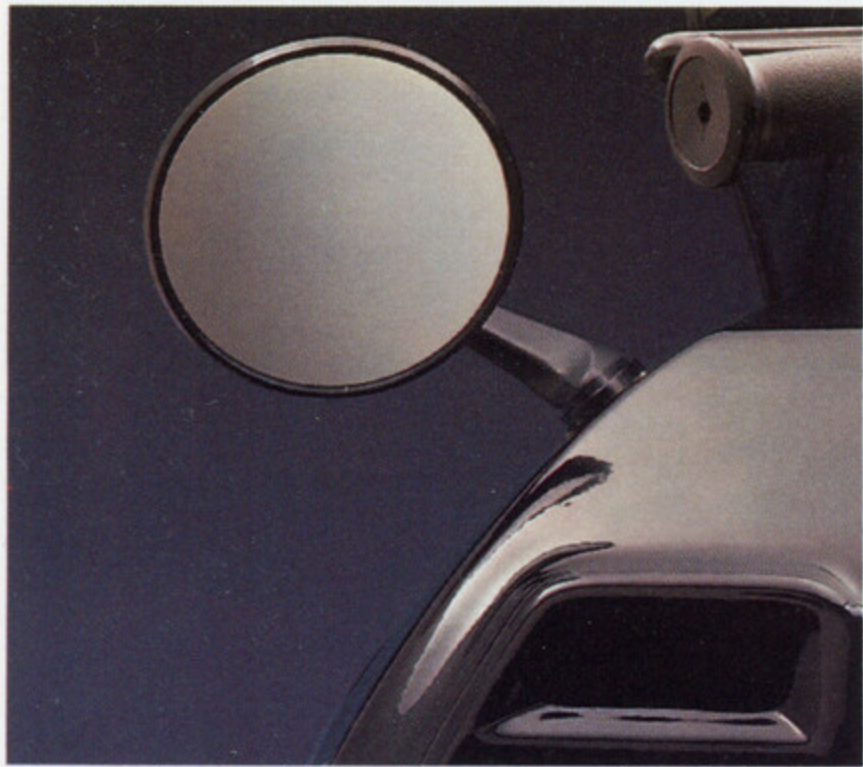


Low windshield fits all Indys.



Oils, lubes, and de-icer are specifically formulated for Polaris snowmobiles.





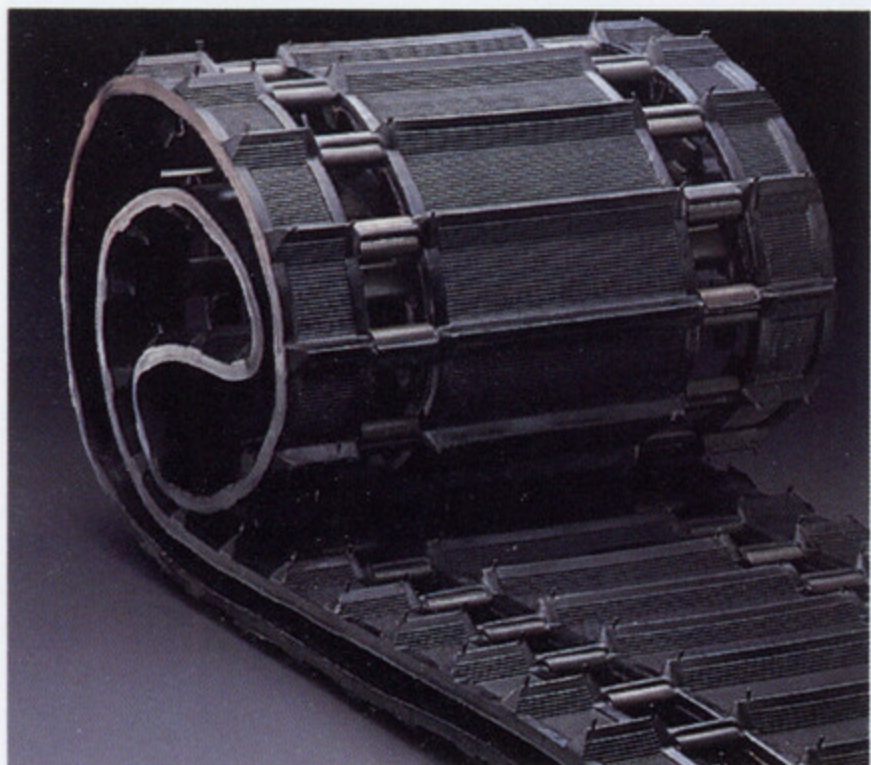
Rear view mirror is spring-loaded to absorb impacts.



Protect your sled with this durable cover, featuring a zippered gas tank flap and a 1-year warranty.



Polaris handwarmers feature a high/low temperature setting.

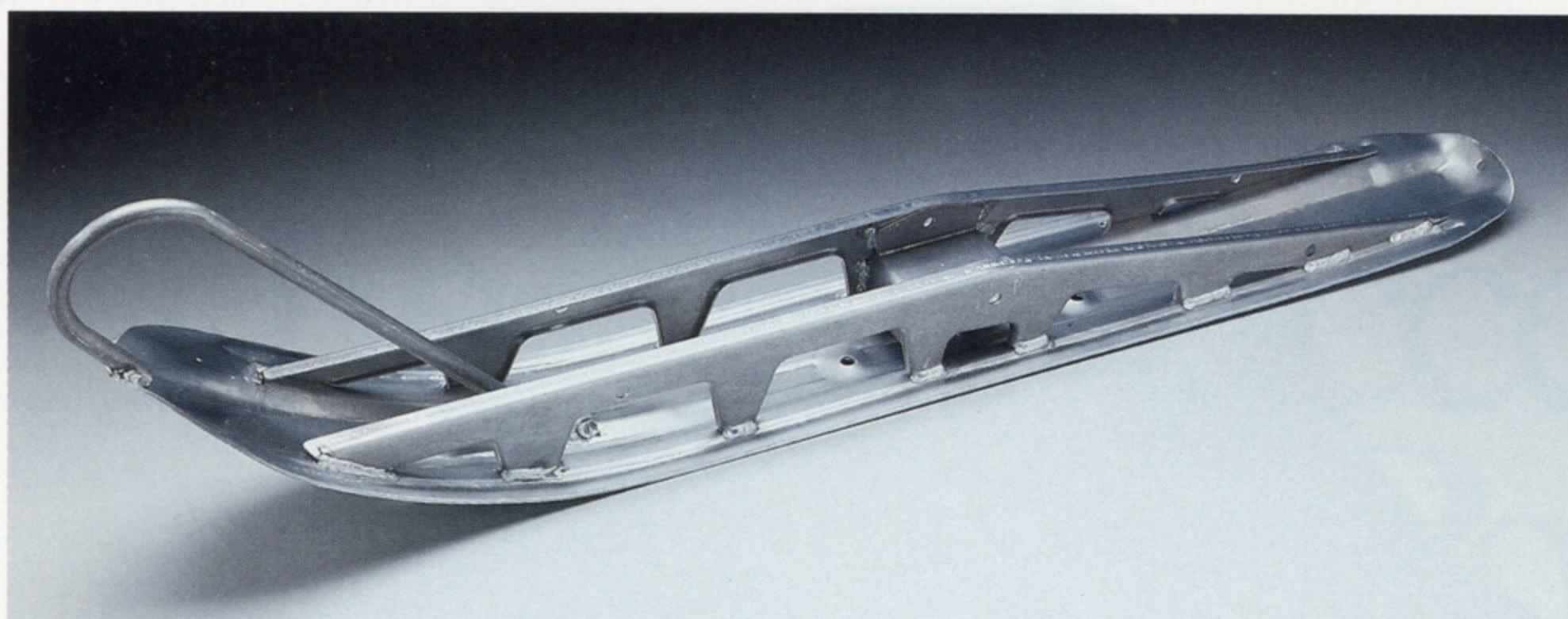


133-inch track kit provides improved deep snow flotation and hill climbing ability. Fits all Indys.

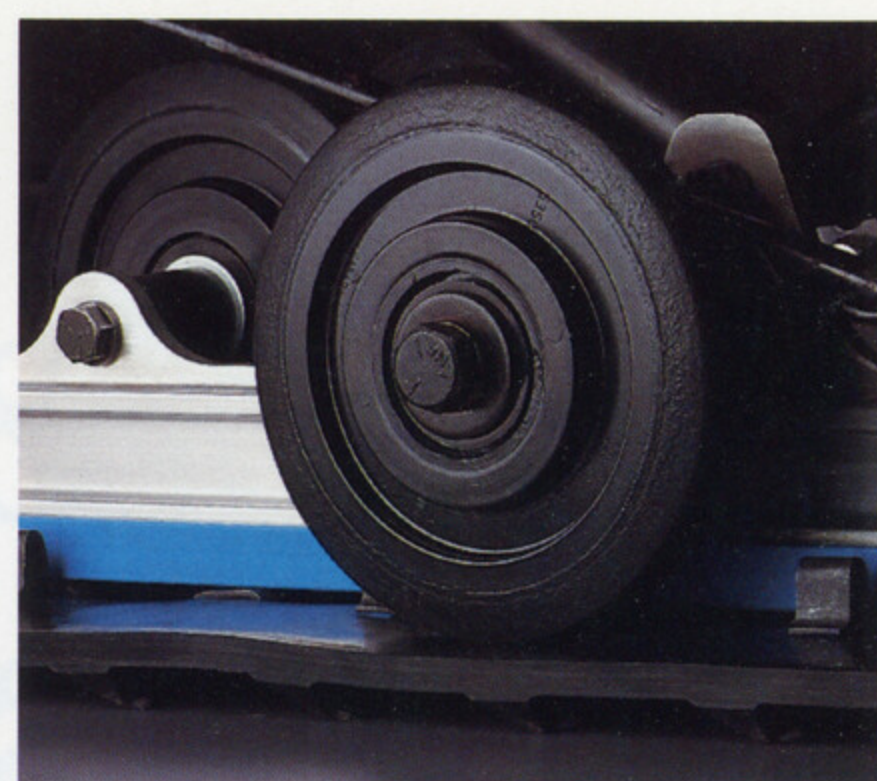


11¼ gallon gas tank is available for all Indys.





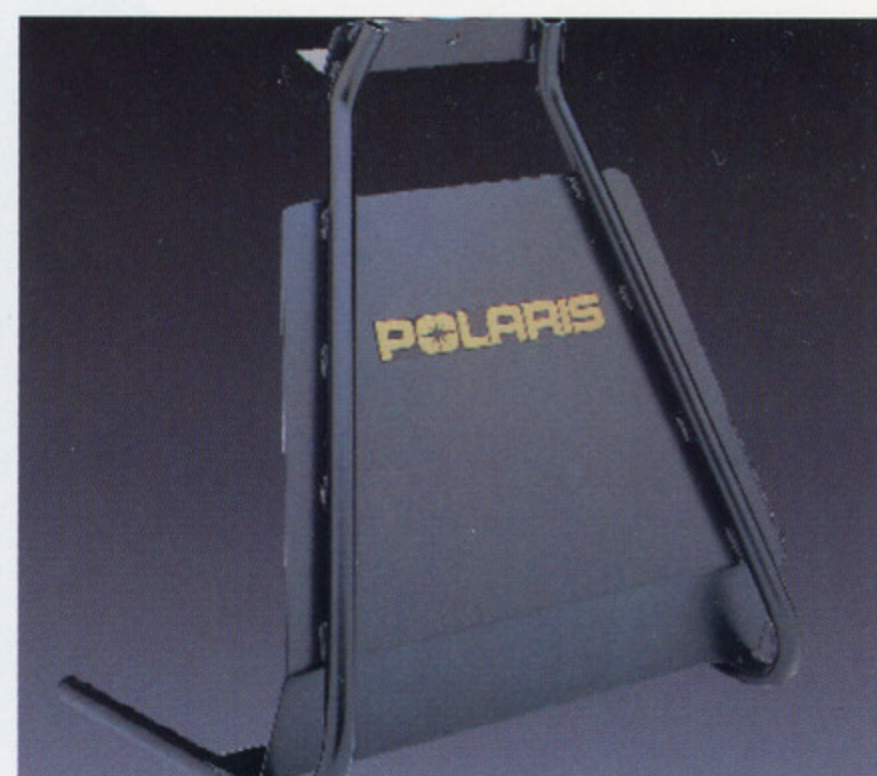
Aluminum ski reduces unsprung weight for high-performance and racing applications.



Optional wheel kit improves ride and reduces hi-fax wear.

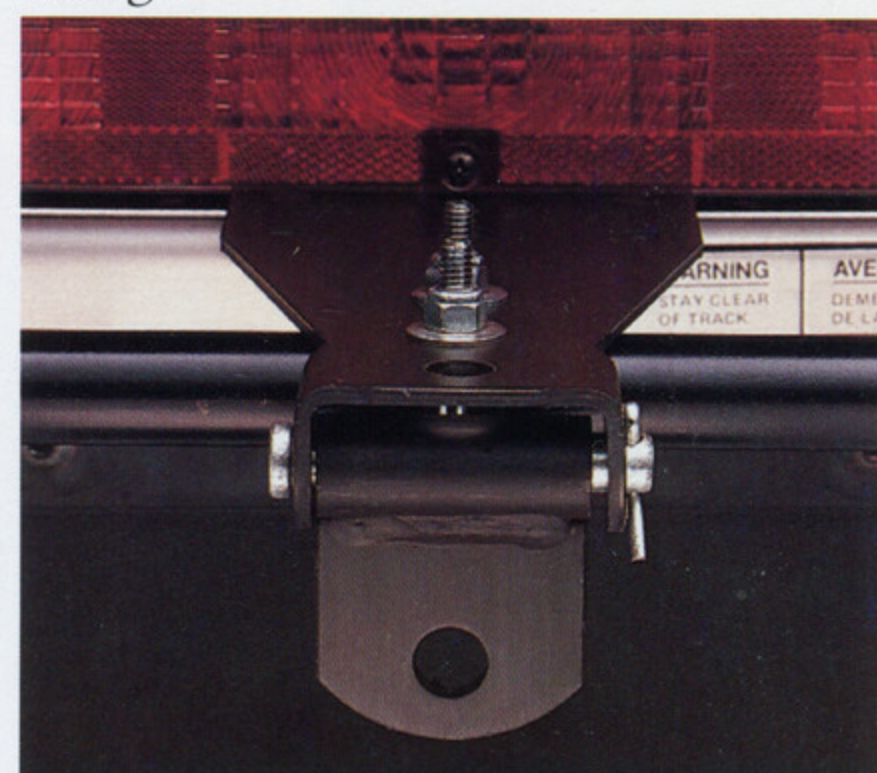


Speedometer and tachometer fit all Polaris snowmobiles.

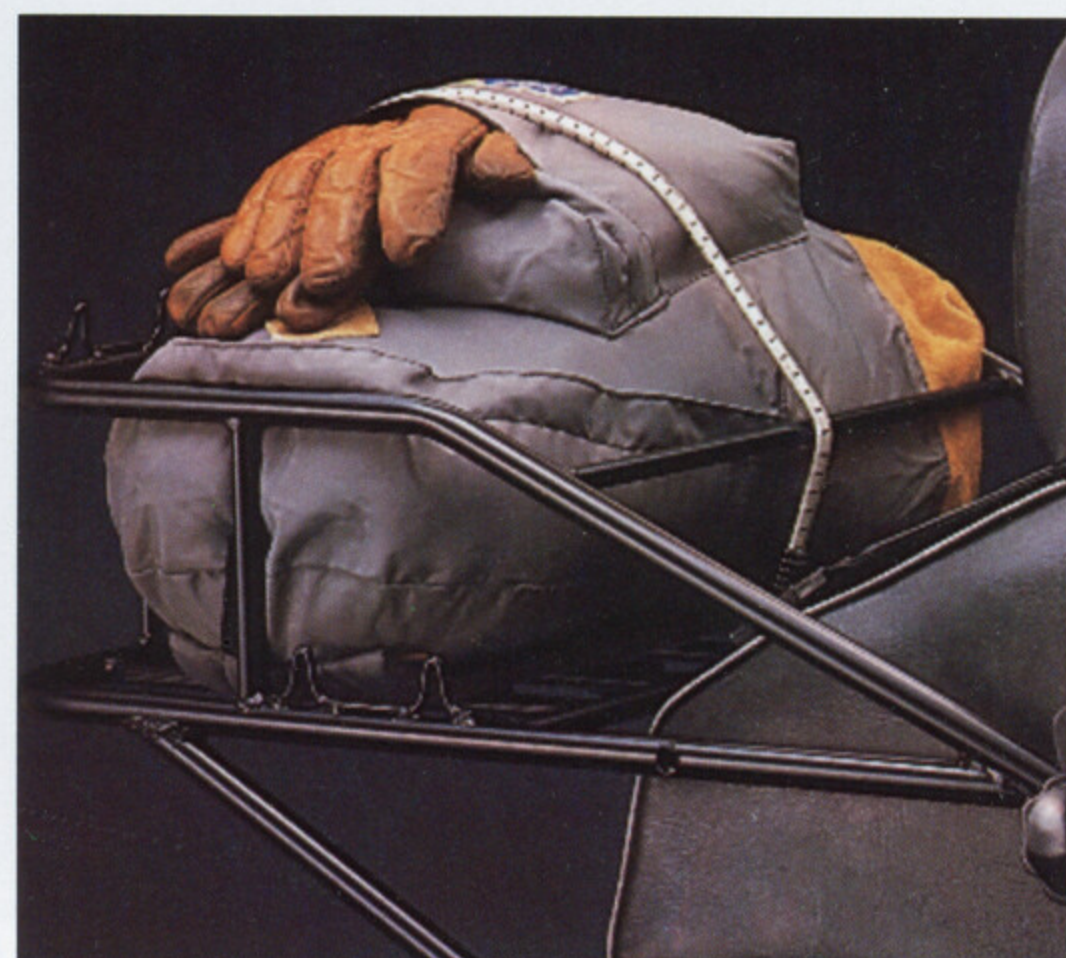


Use this universal jack stand for track warmup, maintenance, and off-season storage.

Two-up seat and backrest let you share your Indy with a friend.



Universal tow hitch fits all Polaris snowmobiles.



Cargo rack gives you extra hauling capacity, and is available with or without a backrest.

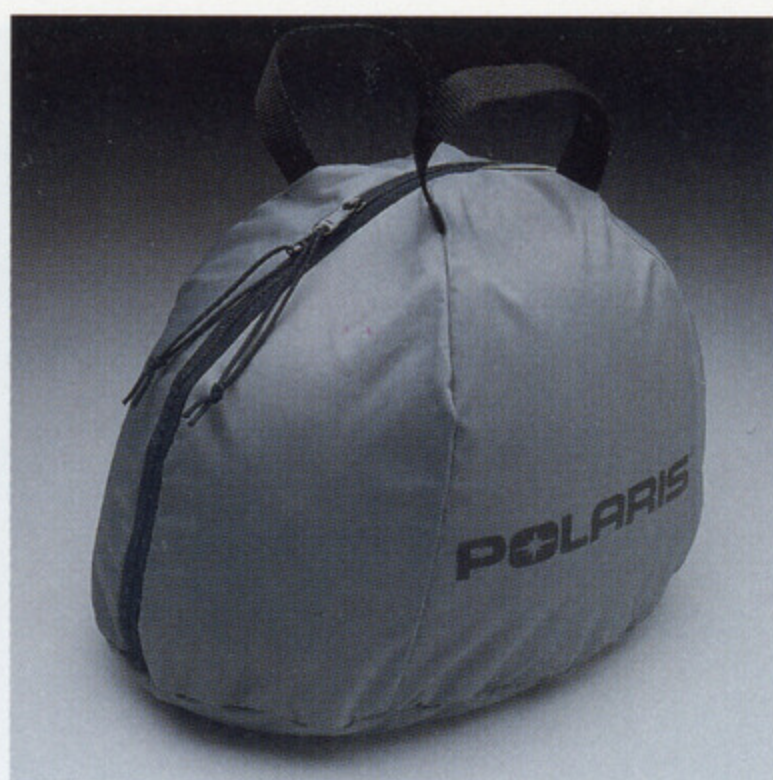




Polaris bib kit keeps snow out of the engine compartment.



Accessory front bumper protects your Indy's nose cone.



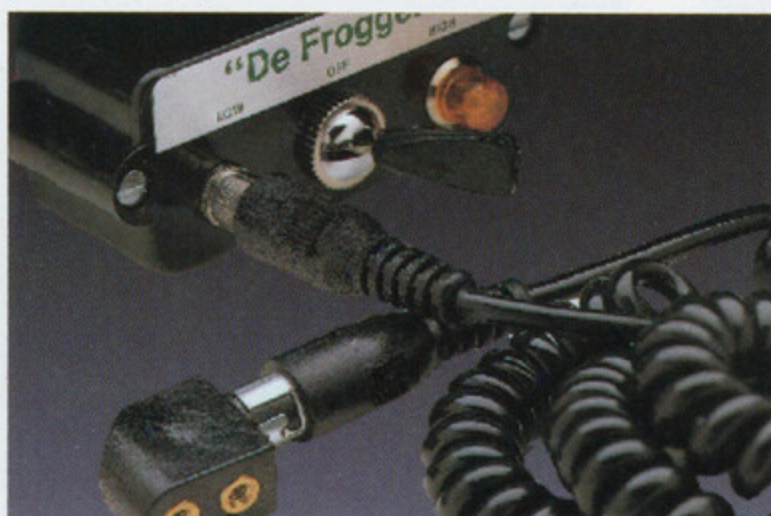
Fleece-lined helmet bag protects your helmet.



Insolator boot inserts.



AXO kidney belt.



DeFroger.<sup>®</sup>



New tank bag adds accessible storage.



Get fast starts with an electric start kit.



Polaris goggles.



Snap-on face shields.



Polaris duffle bags.



Premium boots.



Trekker boots.



Discovery boots.



# The Best Way To Stand Out In The Snow.



Indy 650/400 and Indy 500 leather jackets and bibs.



Indy Classic leather jacket and bib.



Men's and ladies' nylon Indy Trail jackets.



Competition nylon jackets.



Men's and ladies' nylon Indy 500 jackets.



Men's and ladies' nylon Indy Sport jackets.





Classic Supplex® nylon jacket and bib. Available in both men's and ladies' sizes.



Children's one-piece suit.



Sizzler leather mitts. (Gloves available also.)



Heat-reflective glove liners.



Snowflake stocking caps.



Indy 650 and 500 pom caps.



Indy Sizzler mid-cuff leather gloves.



Indy 650 and 500, and classic embroidered stocking caps.



Spirit face masks. (Available in Navy also.)



Goretex® Thinsulate® zippered gloves.



Sizzler nylon gloves. (Mitts available also.)





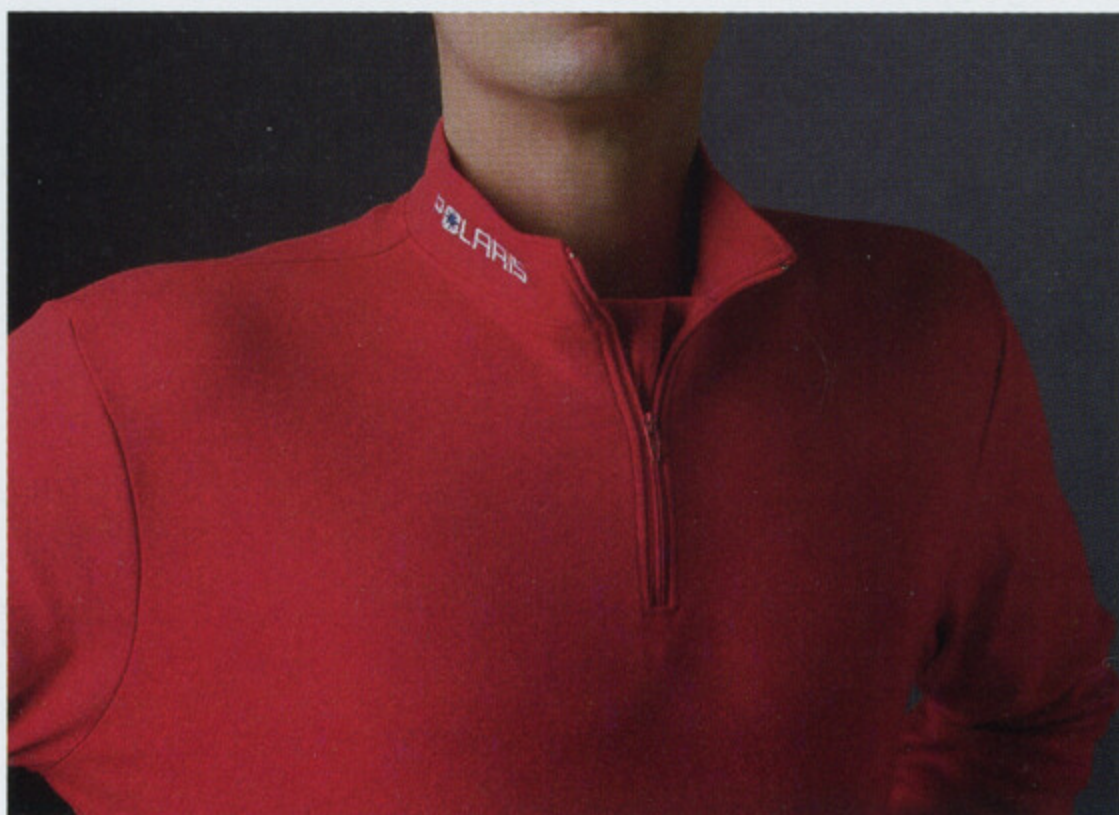
Men's utility one-piece suit



Waterproof, breathable  
Goretex® jackets.



Men's and ladies' 650/400 nylon  
jackets.



Mandarin zip turtleneck. (Available in Royal also.)



Nylon balaclava.



Polaris v-neck sweaters.



Polaris Indy sweaters.



Mount Indy premium sweater.



Polaris turtlenecks. (Available in Red and Silver also.)

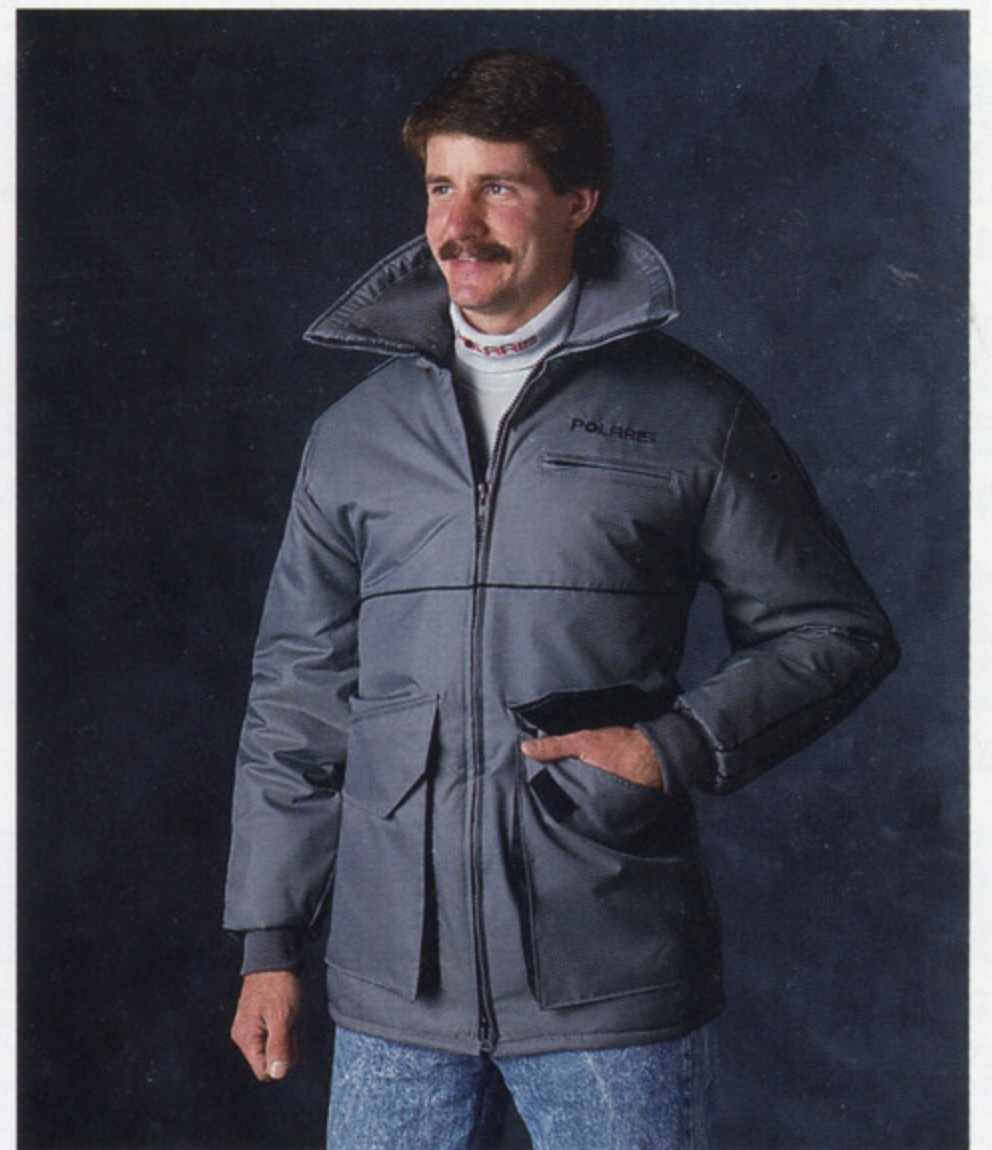




35th Anniversary Supplex® nylon jacket. (Available in ladies' sizes also.)



Men's insulated zippered vest.



Men's 3/4 length touring jacket.



Premium open-face helmets by Bell®



Classic open-face and full-face helmets by Bell®



Vented full-face helmets by Bell®



Men's and ladies' Thermax® long underwear.



Polaris Plus and Indy Racing jerseys.



1990 SPECIFICATIONS	STAR	SPRINT ES	STARTRAK	INDY SPORT	INDY SPORT GT	INDY TRAIL
ENGINE TYPE	Fan-cooled Single	Fan-cooled Twin	Fan-cooled Single	Fan-cooled Twin	Fan-cooled Twin	Fan-cooled Twin
DISPLACEMENT (cc)	244	339	244	339	339	488
BORE X STROKE (mm)	72 x 60	62.3 x 55.6	72 x 60	62.3 x 55.6	62.3 x 55.6	72 x 60
CARBURETION	One VM30SS Mikuni	Two VM30SS Mikuni	One VM30SS Mikuni	Two VM30SS Mikuni	Two VM30SS Mikuni	Two VM34SS Mikuni
LUBRICATION	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection
IGNITION	CDI	CDI	CDI	CDI	CDI	CDI
ALTERNATOR OUTPUT	12V 150W	12V 150W	12V 150W	12V 150W	12V 150W	12V 200W
LENGTH (in./cm)	102/259.1	102/259.1	109/276.9	106.25/269.9	118/299.7	106.25/269.9
WIDTH (in./cm)	40/101.6	40/101.6	40/101.6	41.62/105.7	41.62/105.7	41.62/105.7
HEIGHT (in./cm)	44.5/113	44.5/113	44.5/113	44/111.8	45/114.3	44/111.8
SKI STANCE (in./cm)	31/78.7	31/78.7	31/78.7	36.5/92.7	36.5/92.7	36.5/92.7
TRACK WIDTH (in./cm)	15/38.1	15/38.1	15/38.1	15/38.1	15/38.1	15/38.1
TRACK LENGTH OVERALL (in./cm)	108/274.3	108/274.3	133.56/339.9	120.96/307.2	141/358.1	120.96/307.2
FUEL CAPACITY (U.S. gal./Imp. gal./liters)	7.5/6.2/28.1	7.5/6.2/28.1	7.5/6.2/28.1	7.3/6.1/27.7	7.3/6.1/27.7	11.25/9.4/45.5
RECOMMENDED FUEL	88 Octane Minimum	88 Octane Minimum	88 Octane Minimum	88 Octane Minimum	88 Octane Minimum	88 Octane Minimum
FRONT SUSPENSION	Monoleaf	Monoleaf	Monoleaf	Parallel Link Trailing Arm IFS	Parallel Link Trailing Arm IFS	Parallel Link Trailing Arm IFS
BRAKE TYPE	Mechanical Disc	Mechanical Disc	Mechanical Disc	Hydraulic Disc	Hydraulic Disc	Hydraulic Disc
STORAGE	Rear of Seat	Rear of Seat	Rack/Rear of Seat	Rear of Seat	Rack/Rear of Seat	Rear of Seat
SPEEDOMETER	Option	Standard	Standard	Standard	Standard	Standard
TACHOMETER	Option	Option	Option	Option	Option	Standard
TRIP ODOMETER	N.A.	N.A.	N.A.	Standard	Standard	Standard
ELECTRIC START	N.A.	Standard	N.A.	Option	Option	Option
INSTRUMENT LIGHTS	N.A.	N.A.	N.A.	Hi/Low Beam	Hi/Low Beam	Hi/Low Beam, Accessory
REVERSE GEAR	N.A.	N.A.	N.A.	Option	Option	Option
PARKING BRAKE	N.A.	N.A.	N.A.	Standard	Standard	Standard
BACKREST	Option	Option	Option	Option	Option	Option
HANDWARMERS	Option	Option	Option	Option	Option	Standard
STORAGE RACK	Option	Option	Standard	Option	Standard	Option
TOW HITCH	Option	Option	Option	Option	Standard	Option
CARBIDE SKI RUNNERS	Option	Option	Option	Option	Option	Option

Polaris reserves the right to change models or specifications at any time without incurring obligation



INDY TRAIL DELUXE	INDY TRAIL SUPERTRAK	INDY 400	INDY WIDETRAK	INDY 500 (500 SKS, 500 SP)	INDY 500 CLASSIC	INDY 650 (650 SKS)
Fan-cooled Twin	Fan-cooled Twin w/ Hi/Low Range & Rev	Liquid-cooled Twin	Liquid-cooled Twin w/ Hi/Low Range & Rev	Liquid-cooled Twin	Liquid-cooled Twin	Liquid-cooled Triple
488	488	398	488	488	488	648
72 x 60	72 x 60	65 x 60	72 x 60	72 x 60	72 x 60	67.72 x 60
Two VM34SS Mikuni	Two VM34SS Mikuni	Two VM34SS Mikuni	Two VM34SS Mikuni	Two VM38SS Mikuni	Two VM38SS Mikuni	Three VM38SS Mikuni
Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection
CDI	CDI	CDI	CDI	CDI	CDI	CDI
12V 200W	12V 200W	12V 200W	12V 200W	12V 200W	12V 200W	12V 150W
113/287	128.0/325.1	106.25/269.9	128.0/325.1	106.25/269.9 (113/287 for SKS)	106.25/269.9	106.25/269.9 (113/287 for SKS)
41.62/105.7	41.62/114.3	41.62/105.7	41.62/105.7	41.62/105.7 (43.12/109.5 for SP)	41.62/105.7	41.62/105.7
45/114.3	45/106.7	44/111.8	49/124.5	44/111.8	44/111.8	44/111.8
36.5/92.7	36.5/92.7	36.5/92.7	36.5/92.7	36.5/92.7 (38/96.5 for SP)	36.5/92.7	36.5/92.7
15/38.1	15/38.1	15/38.1	20/50.8	15/38.1	15/38.1	15/38.1
133.56/339.2	156/396.2	120.96/307.2	156/396.2	120.96/307.2 (133.56/339.2 for SKS)	120.96/307.2	120.96/307.2 (133.56/339.2 for SKS)
11.25/9.4/45.5	11.25/9.4/45.5	7.3/6.1/27.7	10/8.3/37.8	7.3/6.1/27.7	7.3/6.1/27.7	7.3/6.1/27.7
88 Octane Minimum	88 Octane Minimum	88 Octane Minimum	88 Octane Minimum	88 Octane Minimum	88 Octane Minimum	88 Octane Minimum
Parallel Link Trailing Arm IFS	Parallel Link Trailing Arm IFS	Parallel Link Trailing Arm IFS	Parallel Link Trailing Arm IFS	Parallel Link Trailing Arm IFS	Parallel Link Trailing Arm IFS	Parallel Link Trailing Arm IFS
Hydraulic Disc	Hydraulic Disc	Hydraulic Disc	Hydraulic Disc	Hydraulic Disk	Hydraulic Disc	Liquid-cooled Hydraulic Disc
Rear of Seat	Rack/Rear of Seat	Rear of Seat	Rack/Under Seat	Rear of Seat	Rear of Seat	Rear of Seat
Standard	Standard	Standard	Standard	Standard	Standard	Standard
Standard	Standard	Standard	Standard	Standard	Standard	Standard
Standard	Standard	Standard	Standard	Standard	Standard	Standard
Standard	Option	N.A.	Option	Option	Standard	N.A.
Hi/Low Beam, Accessory	Accessory, Hi/Low Range, Rev.	Hi temp., Hi/Low Beam, Accessory	Hi temp., Hi/Low Range, Rev.	Hi Temp., Hi/Low Beam, Accessory	Hi Temp., low oil, Hi/Low Beam, Accessory	Hi Temp., Hi/Low Beam, Accessory
Option	Standard	Option	Standard	Option	Option	Option
Standard	Standard	Standard	Standard	Standard	Standard	Standard
Standard	Standard	Option	Standard	Option	Option	Option
Standard	Standard	Option	Standard	Option	Standard	Option
Option	Standard	Option	Standard	Option	Option	Option
Option	Standard	Option	Standard	Option	Option	Option
Standard	Option	Option	Standard	Standard (Option on SKS)	Standard	Standard (Option on SKS)



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